


REPORT

OF THE

EXCURSION PARTY

OF THE

BOARD OF TRADE OF PHILADELPHIA,

October 15th, 1860.



PHILADELPHIA:

J. B. CHANDLER, PRINTER, 306 & 308 CHESTNUT STREET, GIRARD BUILDING.

1860.

EXCURSION PARTY.

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S. G. THOMPSON, Philadelphia Press.
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REPORT

OF THE

EXCURSION PARTY.

The party of gentlemen who, under the auspices of the Board of Trade of Philadelphia, left that city on the 15th of October, 1860, upon an excursion over the Pennsylvania Central Railroad and its Western connections, desire to present to that association, and through it to the business public, a concise narrative of their journey, with a few reflections upon the objects and facts that most interested them, and their views and conclusions of the manner in which the trade of the West and that of Philadelphia may be rendered most beneficial to each other.

And as the excursion was undertaken not only with the view of obtaining and imparting commercial information, but combined with its business purposes were those also of pleasure and recreation, the report of its proceedings will necessarily unite something of the character of journal of the tourist with the observations, arguments and conclusions of the man of business.

In recalling the events of their journey, the excursionists ask the indulgence of referring to the scene at the time of starting. Assembled in a car of almost unequalled comfort, furnished by the liberality of the Railroad Company, were more than two score gentlemen representing many important and varied branches of trade, united by social intercourse and the reciprocity of commerce. They were all citizens of Philadelphia, all proud of her widely extended limits and eminent

beauty of arrangement, her advantage of location, and the integrity and honest fame of her citizens. They had heard of the great West—many of them had traversed its broad surface, but others of the party had never beheld the glories of the Alleghenies.

As the receding outlines of the city, its steeples, domes and towers faded from the view, and the beauties and wealth of the counties of Chester and Lancaster became fleeting subjects for discourse, the attention was irresistibly attracted to the perfect condition of the railroad. Its even, firm-set rails, solid ties, clean and rocky ballast made it the admiration of all, as a work of mechanical art; while its higher and more general character as a source and avenue of prosperity to Philadelphia, guided by consummate science and mereantile skill, awakened feelings of a deeper kind. Leaving the arable portions of our own State, and skirting with rapid flight the romantic borders of the Susquehanna and Juniata rivers, the shades of evening fell upon the party as they closed their first day's journey amid the luxurious apartments of the hotel at Altoona.

The journey being resumed, the ascent of the Alleghenies presented a scene of surpassing beauty and grandeur. Climbing the steepes of the rugged mountain-side, gazing now at the lofty ridges, and at the next moment glancing hurriedly into the valleys and chasms beneath, the mind seemed filled with indescribable awe. The powerful engine secure on its iron way, mounted with easy and steady progress the acclivity before it. But who shall describe the gorgeous splendor of the foliage which clad the mountains from base to summit? Distance here "had lent enchantment to the view," concealing every rock, every blasted branch and blackened leaf which close approach might render visible, and one vast variety of hues, excluding the extremes of white and black, entranced the vision everywhere.

Descending the mountains, the party stopped at Johnstown to inspect the Cambria Iron Works, the largest establishment for the manufacture of iron in our country.

The position of the works on the Pennsylvania Central Railroad and the State Canal, the proximity of the coal and ore to the furnaces, and their position in the hill above—joined to the fact that no fluxes are needed—give to these works unequalled means of distributing railway iron cheaply to the Western and Southern roads. The ore and coal are carried to the furnaces with the least possible expense, on iron

tram-ways of descending grades, and these materials are so remarkably adapted to each other, that few furnaces of equal size produce as large a yield of metal.*

Twenty-five hundred men are here employed, who extract annually from the bowels of the mountains, and work into bars, iron enough to supply nearly 350 miles of railway; thus imparting to shapeless coal and iron stones, a value of \$1,750,000, while they support an industrious community around themselves, and furnish a market to all the adjacent valleys for the product of their farms.

Having arrived in the City of Pittsburgh, the party commingled freely with their business brethren, receiving the utmost kindness, such as is due to old acquaintances long united by the interchange of business transactions, and owning as brothers a common political fraternity. Eminent for its manufactures and commerce, Pittsburgh is an honor to the Keystone State, and well worthy the best regards of the merchants of Philadelphia. Not lacking in those social feelings which add so pure a lustre to the man of business, several of her citizens accompanied our party as far as Chicago, furnishing them with an exceeding light, comfortable and commodious iron car of recent invention and improved construction.

Cleveland, Ohio, on the southern shore of Lake Erie, next claims our notice—a beautiful city, whose broad avenues extending for miles, are lined with palatial residences—architecture here displays her charms. The genius of sculpture has inspired a native soul; and standing in the public Square is a very creditable statue of Commodore Perry, the hero of Lake Erie. Its warm-hearted citizens bestowed upon our party the kindest attention, and the Mayor and an editor of its most prominent journal, accompanied them on a considerable portion of the journey.

Like all the Cities of the Lakes, Cleveland is penetrated by a very narrow though deep river, which constitutes its port. One placed upon the high grassy bluff bank on which the city is built, 100 feet above

* The company have four furnaces at Johnstown, the average yield of each has been 175 tons of pig-metal per week. One of them has produced 220 tons in a single week, which is believed to be the largest production ever made by a furnace of this size. The production of the whole works averages 700 tons of railroad bar per week.

the level of the lake, surveys a wide and striking prospect. Below are seen the lines of railroads that, laid upon piles driven into the lake and protected by a break-water from its surf, converge into one great depot constructed over the water.

Beyond is the grand expanse of Lake Erie, whereon may be seen vessels and steamers bearing the rich commodities of the Eastern market, or laden with the products of the mines of Lake Superior, or with the surplus yieldings of the fruitful soils that surround Lake Michigan.

The growth of Cleveland, which, like that of all her sister Cities of the Lakes, was at first very rapid, has, in common with theirs, been checked during the last three years. But the excitement and speculation that attended the rapid construction of railroads, and the influx of emigration having abated, these Lake Cities will now enjoy a steady and uninterrupted increase, proportioned to the development of the region tributary to each of them.

Cleveland will draw her future wealth from a large semicircle of country south of Lake Erie, from the manufactures that may spring up in her own midst, from the shipment of coal, and of supplies to the new mineral regions of Lake Superior.

Bearing the hospitalities of Cleveland in their hearts, after a night's travel, the party found themselves at day-break fast approaching "Chicago," the youthful giant of the West, enacting wonders unheard of in any other region; buying, selling and shipping grain; packing meats in quantities almost incredible; raising entire blocks of stores and dwellings by a few turns of the magical screw, without in the least degree disturbing any of the inmates; and amid all the busy round of commerce, finding ample time to welcome our party to the magnificent chambers of trade, make the sojourn happy and profitable, and to bid good-speed to its guests amid the intellectual conviviality of the festive board.

The rapid growth of Chicago, unprecedented in the history of cities, is owing to her position near the head of Lake Michigan. This great lake, stretching far into a territory of unsurpassed fertility, has been the natural highway for its products as they sought in vessels a sea-board market.

Hence Chicago is the great funnel, so to speak, through which the

surplus of the larger part of Illinois, of portions of Wisconsin and of Iowa have been distributed to the markets of the world.

Once, the location of the then future Chicago, was disputed between the site now occupied and one near the head of the lake, where some scattered houses yet recall its unsuccessful pretensions and the magnificent fortunes of its rival.

When fully established, Chicago became the point towards which all improvements centered. And when rival rail-roads began to compete for the trade of the far West, it was to her they came as to the point where they could best secure it. The Northern Indiana and Southern Michigan, the Central Michigan, and finally the Pittsburg, Fort Wayne, and Chicago Railroad, made her their western terminus.

At the same time another system of roads starting in her, extended themselves to the Mississippi, and are being pushed beyond it.

The great tide-wave of emigration flowed in the track of the rail-roads, and streaming over the adjacent prairies, began the development of a country fertile as any the sun shines on.

To all this newly settled interior, Chicago is the natural point of distribution for the many articles of domestic economy; and great wholesale warehouses in every branch sprang up in her to supply this want.

The farmer, unable to find timber on the bare prairie for his buildings and fences, was obliged to import it, and Chicago became one of the greatest lumber markets in the world—drawing supplies of that article from the forests about the lower part of Lake Michigan.

Stimulated in these ways, the increase of her population was enormous. From 4,853 in 1840, it grew to 29,963 in 1850, to 60,662 in 1853, and to about 87,500 in 1856. The present census returns her population at 109,000, which, while it shows a much diminished ratio, exhibits a large actual increase. The frame buildings originally erected, under the impulse of rising values and high rents, were rapidly replaced by fine edifices of brick or prairie marble. Stores, hotels, warehouses, were erected in the most elegant and substantial manner; and in 1857 Chicago presented in every department the busiest scenes of improvement and progress to be found in the world.

The panic of that memorable year struck her in the full tide of prosperity, and for a moment made sad havoc of her new-blown greatness. Failures of crops in subsequent years prolonged the effect of the blow.

The young giant however was not knocked down; he only staggered. The unprecedentedly large crop of the present year has given a new and an almost unwonted activity to every branch of business throughout the north-western cities; and none could have presented more stirring scenes than did Chicago to her late Philadelphia visitors.

The manner in which grain is stored and transhipped in the north-western country differs from the mode in which we handle it. And as this process is cheaper than ours, and is carried on more largely in Chicago than any other city of the world, we propose to give a short description of it. A cargo of grain having arrived in Chicago, is inspected by a public inspector and graded. It is then stored in a warehouse, or as it is termed an elevator, with other lots of the same grade,—the lots of different owners being thrown promiscuously together. A receipt is given to each owner for the quantity belonging to him, and an equal amount of the same grade is delivered on his order when sold. Sales are made not by a sample of each lot offered, but by a standard sample of the grade to which it belongs—standard samples of every grade being kept in the exchange rooms.

The elevators are placed either at the junction of two railroads, or between a railroad and the harbor. They are the most prominent buildings of Chicago. Those of Sturges, Buckingham & Co, which the excursionists visited, are placed between the Illinois Central Railroad and the harbor. They are large elevators, equal in height to eight or nine stories. Their interior is fitted with vast bins reaching almost from the roof to the ground. Cars loaded with grain enter from the railroad and are unloaded into boxes, from which the grain is elevated to the top of the building by endless straps and buckets driven by steam engines, and after being weighed is distributed to the bins containing the corresponding grades. When being shipped it is taken from the bins, weighed, and discharged through spouts into holds of vessels.

This simple process saves a vast amount of manual labor. Two cents per bushel is charged for transshipping, with the privilege of storage for twenty days. In winter, during the suspension of navigation, the elevators are filled with grain on storage ready for shipment in the spring. Messrs. Sturges, Buckingham & Co., informed us that at the period of our visit their two buildings contained 1,000,000 bushels.

Proceeding northward our party carried with them the joyous recollection of old friendships confirmed and new ones began, and invited thither by hearts as warm as ever animated the human breast, they met continued welcome by the citizens and merchants of Milwaukee: all the luxuries of the East may be found in her mansions and hotels, and in her stores are mingled imports from all sections of the world with the manufactures of her own citizens. The attention of her people to our party was surpassed nowhere, and no effort should be spared to strengthen these bonds of friendship.

The size and beauty of Milwaukee are very surprising to the stranger. Composed of substantial, elegant edifices, placed on a commanding site high over the lake, and intersected by a narrow but deep and clear river, it is one of the most handsome and attractive cities of the West. It is the rival rather than the tributary of Chicago, and its commercial characteristics are much the same as those of that city. What Chicago is to the more southern portions of the regions around and west of Lake Michigan—Milwaukee is to the State of Wisconsin and the adjacent country. The same system of inspecting, elevating and warehousing grain, practised in the former city, is pursued in Milwaukee.

Corn is not profitably grown so far north, but wheat, the staple export of this city, known as Milwaukee Club, sells always for a higher price than other spring wheat.

Considerable commercial transactions have been long interchanged between the business men of Milwaukee and of Philadelphia, and a large increase of them will reward the active and energetic endeavors of our merchants.

Having returned to Chicago, and being very reluctantly compelled to refuse polite invitations to extend their trip over the Fulton and Iowa Railroad, and also to visit Peoria, the party left behind them the hum and bustle of that enterprising port and moved over the broad expanse of the prairies. Their journey this day was over the Chicago, Burlington and Quincy Railroad, through the middle of the peninsula that divides the Illinois river from the Mississippi—one of the oldest and choicest portions of the Prairie State.

The lands here are high, rolling, well settled and tilled. Continual farms line the route, villages and towns appear at intervals, and small elevators to load cars are built at the chief stations.

Having rested for a night in the city of Quincy, we parted for a time

with the "Father of waters," and pursued our course directly west upon the Hannibal and St. Joseph Railroad, towards the city of St. Joseph, on the Missouri river.

As yet, this road is the most western of all Railways, having thus far outstripped its competitors in the race to the Pacific Ocean—a distinction it may not long possess, as the St. Louis and Pacific, and various others are fast pressing after it.

The construction of the Hannibal and St. Joseph's Railroad was a bold idea. After passing for a short distance, through a cultivated country adjacent to the Mississippi, it plunged at once into an unsettled region, where the lands, though rich and fertile, and inferior in no respect to the subdued and productive fields we had traversed the day before, are still uninhabited by the farmer, and unbroken by his plow.

In this primitive wild country, the first full perception of the magnificence of the prairies came over us. On either hand, the wide landscape spread out in majestic and noble undulations. And as the eye wandered over the broad expanse, boundless as the ocean, still and monotonous, in every breeze was felt a mystic spell that filled the mind with lofty and varied emotions. Long stretches of forest skirting the margins of the streams, tracts of grass blackened by the passing fire, and clouds of smoke curling in the horizon, alone broke the uniformity of the prospect. The swift locomotive, as it dashed from prairie to prairie, and wreathed its graceful and fantastic volumes of steam among the trees which border the few streams crossing its way, alone disturbed the silence of the land—a land soon to be overspread with tilled farms and dotted with busy villages, vocal with the hum of cheerful labor—the homes of a numerous and happy population.

St. Joseph, the border city of the Union, welcomed us very warmly, and entertained us with even more than border hospitality. We were much surprised by the comforts which its two principal Hotels afforded—embracing many of the conveniences and luxuries which have rendered the La Pierre, Girard, and Continental of our city so celebrated. Its population is 13,000, and is among the few instances of the cities of the Union, in which the results of the present census have not disappointed the anticipations of their inhabitants. Its air is that of a bustling, active place; substantial stores, warehouses and banks line its streets, and the business energy of its people is sustained and encouraged by the anticipations of future greatness awaiting their city.

The excursionists descended on the Platte County Railroad the rich Missouri River Bottom to the town of Atcheson, in Kansas. The enormous growth of the cotton-wood and other forest trees, and the heavy stand of corn-stalks in the fields—the ears unfortunately blighted by drought—attested the exceeding fertility of the lands of these celebrated bottoms. Arrived at Atcheson, a town which acquired a decided renown during the late Kansas warfare, the party were politely guided through it by some of the leading citizens. Kansas is no longer the theatre in which contending parties strive in bloody broils to advance their differing creeds, and the only contention which now employs the towns and people of this peaceful country, is the noble emulation to make most rapid progress in the arts of civilization and good government. How the great living tide-wave of emigration that shall roll into its prairies may be directed; what town shall cause to settle about itself the largest share of this flood; where shall be the seat of laws and government, and how finally the trail of the wagon may best be converted into the track of the Railroad; these are the thought, and these the cares which now occupy the minds of the people of Kansas. Atcheson is a busy place of about four thousand people, and with large hopes of increasing importance. Being situated on what is termed the Great Western Bend, the place where the Missouri sweeping to the west, penetrates most deeply into Kansas, this city has been selected for the point of departure for trains to the Pike Peak Mines, Salt Lake City, and to the government forts and stations on the plains.

The following table, kindly furnished us by the Atcheson Weekly Champion, will show the very extensive business in freighting from Atcheson during the past three years:

	<i>Wagons.</i>	<i>Men.</i>	<i>Oxen.</i>	<i>Mules.</i>	<i>Lbs. of Mdce. Shipped.</i>
1858,	775	1114	7463	1286	3,730,905
1859,	954	1168	9235	627	4,020,000
1860,	1713	2010	18017	693	8,220,883

Leaving St. Joseph the party turned eastward, and passing over the Hannibal and St. Joseph, and the Northern Missouri Railroads, descended through some very fine country upon the latter, until it reached St. Louis, the oldest city of the West. Commerce long has flourished here, and following in its train the arts have found an abiding home. Architecture, literature, sculpture and painting, receive here the most liberal encouragement.

The largest and perhaps the most beautiful Hotel in the world is now in process of erection. The Library, containing many thousands of volumes, is adorned with some of the finest specimens of sculpture, and its Art Academy contains native gems of painting, creditable to any artist of any school. Here too, the genius of hospitality, the spirit of brotherly love transcends all other charms, and served not only to display the beauty and wealth of the city, but to awaken in every heart an affection for the people of St. Louis, which time can never efface. We will not dwell long upon the flourishing state and prospects of this city; it is superfluous. Long and intimate intercourse between it and our own, have made them the familiar subjects of our observation and remark. The faces of many of her business men are as well known on the streets of Philadelphia, as on those of its own.

The products of our looms and the merchandise of our stores have long filled her warehouses, and adorned her shops. Placed near the confluence of the three mightiest rivers on the civilized globe, St. Louis is silently and unostentatiously becoming the great city of the west. Already enriched by trade with its vast tributary regions, it is adding, (like our own city,) to its resources, manufactures,—the most magnificent and reliable fountain of wealth.

In years, perhaps not very remote, when the wide valley of the Mississippi, and the broad plains drained by the Missouri, shall be dotted with the thriving village and the bustling town, and filled with a numerous and active population; when the enterprise of the American people shall have reversed the long continued current of Asiatic commerce, and by the attraction of an iron road shall have caused it to seek the western from the eastern shore of the Pacific; when cities shall line that coast of our country, as they do now the Atlantic shore; then shall St. Louis, standing midway between north and south, at the crossing of the great stream that bisects yet binds together our land, maintain the proud and magnificent position of the great central city of the American Union.

The Iron Mountain, eighty-seven miles by railroad from St. Louis, is a most noted phenomenon,* though in appearance it is only an ordi-

*The quantity of ore in the Iron Mountain and the Pilot Knob, is not accurately known, but is almost literally *inexhaustible*. The ore of the Iron Mountain contains 99.33 per cent, and that of the Pilot Knob 86.07 per cent of per-

nary hill, covered with grass and trees. But the whole body of rock, of which it is composed, and every small stone upon it is iron ore of the richest quality—and every minute fragment on the mountain yields the same per centage of metal.

The Pilot Knob, a neighboring hill, contains also an enormous deposit of ore of a different character, but almost equal in richness.

A rich body of magnetic ore is found in Sheppard's Mountain, and various other deposits exist in this favored locality.

The party left St. Louis with regret; their coming had been warmly welcomed, their stay rendered most pleasant, and departure came too soon.

Occupying a handsome car furnished by the Ohio and Mississippi Railroad, our party were carried rapidly across the flat prairies which compose the central portion of Illinois, until at Vincennes, they approached the heavy timber of the bottoms of the Wabash River, and left behind the region of the prairies.

Arriving at Seymour, by dark, Louisville was reached by the Louisville and Indianapolis Railroad late in the evening; but not too late for the party to receive a welcome to the Falls City by a committee of merchants, waiting for that object at the Hotel.

We do not purpose to dwell at any length upon the commercial features of this city, or of any other passed through on our return.

The visit to these was not one of inspection. Connections with them have been long continued and most highly prized. The visit was undertaken, not with the view of forming new acquaintances, but of extending afresh to old friends the right hand of fellowship.

The day spent in Louisville was occupied in looking at the process of sampling and selling leaf tobacco—in a visit to the curious artesian well—in viewing the ornamental features of the city—and in calling upon commercial friends.

Delighted with the visit to Louisville, and grateful for the attentions received from its generous inhabitants, our party left that city for Cincinnati by way of Frankfort and Lexington. To pass through the celebrated and beautiful counties of this portion of Kentucky, and to visit the town of Lexington, was the motive which induced this detour.

oxide of iron. The former yields in the smelting furnace 65 per cent, and the latter 50 per cent. of pig metal.

Lexington was formerly the most important town of Kentucky, and is still the capital of one of the best cultivated and most beautiful agricultural districts of the world.

Wealthy Southern families have chosen it for their residence, and an air of quiet and pleasing dignity pervades the town.

It has been the home of one of the most celebrated men in the history of the United States, whose former abode and whose honored grave now attract the steps of the reverential traveler.

Our party had hoped to pass unobserved to Ashland; but the courtesy of the merchants of Lexington would not suffer this. Assembled at the cars, we found on our arrival a committee of gentlemen, who conveyed us thither to be welcomed by its present owner—the son of Henry Clay.

The old mansion has been replaced by a handsome modern residence. The lawn is spacious and unadorned, but dignified by avenues of large locust trees, planted soon after the late British war, by the sage whose noble form has been often seen pacing in slow and meditative step beneath their shade. May his calm spirit and wise councils long dwell in the hearts and memory of the American people!

Previous to leaving Lexington we were entertained by its merchants with such warmth and heartiness of feeling as could only be prompted by the generous hospitality of the Southern nature, and which was the more impressive and grateful to us, since its manifestation on the present occasion was totally unlooked for.

The same cordiality characterized our reception in Cincinnati that had marked it elsewhere.

A committee from her Chamber of Commerce met us at Lexington, and her open hearted merchants were most active in rendering our stay agreeable. As is well known, Cincinnati has long been the largest and most substantial of Western cities. Yet those of the party, not already familiar with her solid and stately business edifices, were much impressed with their size and appearance. While to those not acquainted with her great manufacturing importance, the number and extent of her factories was unexpectedly imposing.

Many beautiful sites for country residences are scattered over the semicircle of hills surrounding the city, and are occupied by the mansions of her merchant princes, commanding exquisite prospects of the vine-clad hills of the beautiful Ohio moving majestically among them.

The excursionists desire to express their appreciation of the generous hospitalities of this important city, and also the hope that they may enjoy the opportunity of reciprocating them in the City of Brotherly Love, as well as the many others they have received throughout their Western trip.

Leaving Cincinnati, passing through the populous Miami Valley on the Cincinnati, Hamilton and Dayton Railroad, and skirting the banks of the Tuscarawas River on the Steubenville and Indiana, our hearts were warmed by reaching the good old Commonwealth of Pennsylvania, and our sister city of Pittsburgh.

The next day we reflected with gratitude upon the incidents of our now closing journey.

We were a body of nearly fifty men; yet during a journey of three weeks over three thousand miles, no untoward event had disturbed our harmony, nor had any real or apprehended danger created a moment's anxiety. Almost the only circumstance which caused us regret was our inability to obtain the papers of our own city. These may be found, it is true, on the files of the principal hotels and reading rooms, but they cannot be bought at the railway stations, nor do they pass into the general circulation of the country.

If the fast line on the Pennsylvania Central Railroad, which now awaits until afternoon the arrival of that from New York, were started in the morning, newspapers from Philadelphia would always be in the West some hours in advance of those from New York, and of necessity would be eagerly sought after. How far other considerations would warrant a change in the hour of starting the express train, we leave to the consideration and discussion of others.

We have now brought down our narrative to the time of reaching home, but before concluding our remarks wish to express in simple terms a few practical suggestions regarding our Western trade, of which we hope ere long to see a remarkable increase.

We think that the policy of sending traveling agents through the West should be more fully carried out. Nothing will so induce men to trade with us as an apparent anxiety on our part to trade with them. And in no way can that anxiety be so effectually displayed as by visiting their own stores and homes. We recommend our jobbing and commission merchants and consignees of produce, to increase the number of their travelers, whose visits should be extended into the Lake

countries and those north-western regions which, owing to the difficulties of transportation, have been too little regarded by us up to the present time.

But the basis of the wealth of our Western country is its agricultural products, and the foundation of a profitable trade with it, is the transportation of those products to the East, in exchange for the articles which the Eastern cities import and manufacture. This transportation has hitherto been performed by the water routes of the country, either by New Orleans, as the outlet of the Mississippi, by the ports on the Gulf and the Atlantic, by the Ohio River—the great middle route—or by the northern route, the Lakes and the Erie Canal. The cheapness of the latter route has made a very large territory tributary to it, and the fertility and rapid development of this territory has thrown upon the lakes and canal an enormous amount of freight. Now another great means of transportation has arisen, which, however extensive it may appear, is not yet completed nor perfected. We refer of course to the system of railroads; these, as a means of transporting, have several decided and highly important advantages which the Lakes and Canal do not possess. Nearly one half of the year navigation on the Lakes is prevented by ice.

But there are certain considerations which render the railroads more desirable transporters than the Lakes, even when unobstructed. The most important of these are insurance and time, the first is always high upon the water routes and almost nothing on the land; the latter is, in our rapid age, exceedingly important. The prompt delivery by railroad at its market, will secure to the shipper the price which his produce was expected to bring him, while the slow and uncertain transportation by Lake will frequently result in placing the produce in market when it shall have declined, often in consequence of being glutted by arrivals over more speedy routes.

To show clearly the relative proximity of the several Eastern seaports to the West, the following table has been compiled, giving the distances from Cleveland, Chicago, St. Louis and Cincinnati to Baltimore, Philadelphia, New York and Boston.

TABLE showing the relative proximity of Eastern Seaports to the West.

	Via C. & P. R. R. and Balt. & Ohio R. R.	Via C. & P. R. R. and Penn. Cen. R. R.	Via L. S. R. R. and N. Y. & Erie R. R.	Via L. S. R. R. and N. Y. Cen. R. R.
Cleveland to Baltimore.....	523			
Do Philadelphia...		503		
Do New York.....		590	602	625
Do Boston.....				686

	Via P. Ft. W. & C. R. R., C. & P. R. R. and Balt. & Ohio R. R.	Via P. Ft. W. & C. R. R. and Penn. Central R. R.	Via S. M. & N. J. R. R., L. S. R. R. and N. Y. & Erie R. R.	Via M. C. & Gt. W. R. R., and N. Y. Central R. R.
Chicago to Baltimore.....	850			
Do Philadelphia....		820		
Do New York.....		907	958	962
Do Boston				1018

	Via O. & M. R. R. Wheeling and Balt. & Ohio R. R.	Via O. & M. R. R. Pittsburg and Penn. Cen. R. R.	Via T. H. & A. R. R. P. Ft. W. & C. R. R. and Penn. Cen. R. R.	Via T. H. & A. R. R., L. S. R. R. and N. Y. & Erie R. R.	Via T. H. & A. R. R., L. S. R. R. and N. Y. Cen. R. R.
St. Louis to Baltimore.....	919				
Do Philadelphia ...	1017	1032	1009		
Do New York.....	1104	1119	1096	1145	1168
Do Boston.....	1340	1355	1332	1381	1229

	Via Wheeling and Balt. & Ohio R. R.	Via Pittsburg and Penn. Central R. R.	Via L. S. R. R. and N. Y. & Erie R. R.	Via L. S. R. R. and N. Y. Central R. R.
Cincinnati to Baltimore....	579			
Do Philadelphia.	677	692		
Do New York....	764	779	857	880
Do Boston.....	1000	1015	1098	941

An examination of this table will show, that neither Baltimore nor Philadelphia has much advantage over each other, in distance to the west. What the former now gains in proximity to the Southern part of the west, she loses in distance to the northern. Much of her advantage toward the south, is lost by crossing the Ohio on ferry-boats,

and will be further reduced by the completion of railroads now in progress across the "Pan Handle" to Pittsburgh and to Greensburg. Boston is too far remote to be a successful competitor with the other three for heavy rail freights. But some startling facts will be shown, by a comparison of the distances between these western railway cities and Philadelphia and New York, the only two eastern cities now controlling railway lines, both to the northern and southern portions of the western states. It will be seen that the shortest routes from all of them to New York, are those through Pennsylvania and to the city of Philadelphia.

In comparing the New York and Erie Railroad, the shortest New York route, with the Pennsylvania Central Railroad, we find the distance—

	MILES.
From Cleveland to New York, via N. Y. & Erie R. R.,	602
“ “ “ Philadelphia, - - - -	503
Difference in favor of Philadelphia, - - -	<u>99</u>
Chicago to New York, via N. Y. & Erie R. R., - -	958
“ “ Philadelphia, - - - - -	820
Difference in favor of Philadelphia, - - -	<u>138</u>

This difference becomes greater towards the more southern points—thus from

	MILES.
Cincinnati to New York, via N. Y. & E. R. R., - -	857
“ via Pittsburg to Philadelphia, - - -	692
Difference in favor of Philadelphia, - - -	<u>165</u>
St. Louis to New York, via N. Y. and Erie R. R., -	1145
“ “ Philadelphia, via Pitts. Ft. Wayne and Chicago,	1009
Difference in favor of Philadelphia, - - -	<u>136</u>

As the distance from Philadelphia to New York is 87 miles, it will be seen that the Philadelphia route is the shortest that can be taken to that city, from any of the above points. The superior position of

Philadelphia is obvious, and is now conceded in all agreements between roads competing for western trade in arranging fares and rates of freight. In addition to the railroads now in operation, another great Pennsylvania route is now almost constructed from Erie to Sunbury, which, in connection with the Pennsylvania Central Railroad, will secure to the metropolis of the State, the two best railway connections with the Lakes that it is possible to construct—the one tapping them at Chicago, the head of their navigation—the other at the harbor of Erie, its best terminus.

The Sunbury and Erie Railroad is shorter and of more easy grades than any other than can be constructed between the lakes and tide-water, and its completion will be replete with good to Pennsylvania and Philadelphia.

Large amounts of produce and cattle will pass over it to the eastward—it will place along side of the coal fields the rich metallie ores of Lake Superior—and in return will supply the lake region with the coal, iron, and lumber of our State.

Philadelphia is now, and, we believe, always will be, the best seaboard centre for western railways.

Compared with New York, grain and flour can be laid down in Philadelphia at a saving in transportation equal to $2\frac{1}{2}$ to 5 per cent. of their prime cost. And the price of transportation can be still further reduced by a few simple improvements, some of which are now in progress; and others which we will take the liberty of suggesting.

One of the greatest of these is the finishing of the Pennsylvania Central Railroad to the Delaware front of the city, and the *erection at that point of large elevators and warehouses*, similar in character to those in Chicago, in which grain can be stored after inspection, and from whence it can be placed aboard ships. This improvement would save the expense of hauling by horse power through the city, and would furnish the dealer with a place of storage while awaiting the turns of the market, and the means of procuring advances upon certificates of storage, which might be furnished him by the warehouse.

All grain coming from the west to our city, is now shipped in *bags*, we would urge that arrangements should be speedily made to transport it in *bulk*. This of itself, will affect a saving to the transporter equal to the cost of freight between Philadelphia and New York.

We believe this can be done at a very trifling expense. Ordinary box-cars can be cheaply adapted to carrying grain in bulk, and in building new ones this object can be held in view, and when break of guage or other cause may render needful a transfer of grain from one car to another, a simple process will affect the change at an almost nominal expense.

There exists another great obstacle to the transportation of heavy produce over the Pennsylvania Central Railroad, which we earnestly hope to see remedied, although we fear that it is not so easily overcome as the others already alluded to; we mean the *tonnage tax*. We will describe the history of this tax, for the benefit of our distant friends, who are probably altogether ignorant of the nature of so unusual and absurd an impost. Over twenty years ago, the State of Pennsylvania with a highly commendable energy and foresight, made a joint system of canals and railroads from Philadelphia to Pittsburgh. The evils inherent in all State management of mercantile operations, joined to the obstacles interposed by nature, prevented our state canals from competing with those in more favored locations, or ever earning more than expenses and repairs. When, however, a charter was desired for a company to build the Pennsylvania Central Railroad, the State, to protect in a measure its own works against this competitor, imposed a tax on every ton of freight carried over that road. Subsequently, however, the State unable to carry on its canals, put them up at auction, and they were bought by the Pennsylvania Central Railroad Company. Notwithstanding the purchase by the Company of the property, for the benefit of which the tonnage tax was originally levied, that tax is still imposed, and thus the anomaly exists of a company being taxed to protect its own property against itself

This tax is three mills per ton per mile. It amounts to seven and a half cents on every barrel of flour, two cents on every bushel of wheat that is transported over the road. It appears light, but its amount is sufficient to pay the expenses incurred by four such breaks of guage as the one at Pittsburgh, or to pay the cost of freight two-thirds of the way from Philadelphia to New York, and to neutralize, to that extent, the advantage in railway distance enjoyed by the former city over the latter. We believe that this ridiculous and unjust exaction has diverted from our road hundreds of thousands of bushels of grain, has de-

prived the people along its line of the benefits which would have accrued to them from this enlarged business, and the city of Philadelphia of the profits of handling so large an amount of produce.

With this tax repealed, and the suggested changes effected, transportation by rail will be reduced to the minimum, and be found to compete successfully with transportation by water. Railroads have this advantage, that they permeate everywhere, they enter every county, pass every town, run by every farm, call at every door. They go to the freight, and carry it directly and speedily to its destined market. On the other hand, the Lakes are fixed in their positions; freight must be taken to them, transferred to vessels, suffer a tedious and dangerous voyage, be re-transferred to canal boats, and at last find its slow way to market. Suppose a bushel of wheat, for example, is at Lafayette, Indiana, awaiting shipment to the east; by Lake it will cost as follows—according to the best estimate we can make :

Freight to Toledo,	-	-	-	-	-	-	.09
Transshipment at Toledo,	-	-	-	-	-	-	.02
Freight to Buffalo,	-	-	-	-	-	-	.05
Transshipment at Buffalo,	-	-	-	-	-	-	.02
Freight to New York via Canal and Hudson River,	-						.15
Insurance and interest,	-	-	-	-	-	-	.02
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Total cost from Lafayette to New York,	-	-	-				.35
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Yet at the rate of one and a half cents per ton per mile, that bushel of wheat can be placed on board a car and carried at a profit to Philadelphia for *thirty-two* cents, and in a short definite period, and in time to meet a known state of the market. Examination will, we think, establish the fact that, produce can be transported from all points, a short distance south of the Lakes, directly to Philadelphia by rail, on better terms than it can be taken to the Lakes, and through them to New York. While during winter no freight can be moved on canal; and Philadelphia will then enjoy to the full the superiority that her natural proximity gives her.

We commend this subject to the careful study of our transporters, shippers and grain factors. We believe that it is pregnant with great importance to our interests. We believe that an opportunity is now presented to Philadelphia to become a great shipping point; and that

the next decade may be made to witness a development in her foreign commerce equal to that in her domestic manufactures in the past ten years.

Throughout the prairies of Illinois, the fields of Indiana, the valleys of Ohio, and the fertile lands of the western portion of our own State, locomotives shall gather together long trains laden with the abundant products of the soil; which crowding to us over the crest of the Alleghenies, shall be distributed among our warehouses, and be borne from them by the swelling sail to bestow health and abundance to many a land less blest with plenty than our own. Let the fact be only fairly established, that Western produce can be shipped in constant supply from our port at a saving of $2\frac{1}{2}$ to 5 per cent. over any other, and exporters will make it the chief point of their operations.

Vessels from foreign countries will be constantly in our river seeking cargoes. The rates of freight from those countries will be lessened, and thus the cost of importing goods be reduced.

Manufacturing, importing, jobbing, banking, all branches of business, will receive an impetus. We repeat, that we believe there is now an opportunity of making Philadelphia a great importing and exporting, as it is a great manufacturing city—that the picture we have drawn is not an over-colored painting, but only a faint outline of what foresight and energy may accomplish. In New York these results followed the opening of the Erie Canal, and like results will follow in any port in proportion as it directs into itself the products of the West, hitherto transported by that canal.

HENRY BUDD,	}	COMMITTEE.
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